

1 METROPOLITAN TRANSPORTATION COMMISSION
2 SAN FRANCISCO-OAKLAND BAY BRIDGE DESIGN TASK FORCE
3 PUBLIC MEETING
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12 REPORTER'S TRANSCRIPT OF PROCEEDINGS

13 OAKLAND, CALIFORNIA

14 MARCH 27, 1997
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METROPOLITAN TRANSPORTATION COMMISSION
SAN FRANCISCO-OAKLAND BAY BRIDGE DESIGN TASK FORCE
PUBLIC MEETING

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San Francisco-Oakland Bay Bridge
Design Task Force public hearing, held at Joseph P.
Bort Metro-Center, 101 Eighth Street, Oakland,
California, commencing at 5:30 p.m., Thursday,
March 27, 1997, before Sharon Lancaster,
CSR No. 5468.

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A P P E A R A N C E S

TASK FORCE PANEL:

REPRESENTING:

MARY KING (Chair)	ALAMEDA COUNTY
SHARON BROWN	CITIES OF CONTRA COSTA COUNTY
MARK DESAULNIER	CONTRA COSTA COUNTY
JON RUBIN	CITY OF SAN FRANCISCO
VINCE HARRIS	ALAMEDA COUNTY TRANSPORTATION AUTHORITY
DENNIS FAY	ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
BRIAN MARONEY	CALTRANS
DENNIS MULLIGAN	CALTRANS
WILL TRAVIS	BCDC
STEVE HEMINGER	MTC
BILL HEIN	MTC

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1 THURSDAY, MARCH 27, 1997, OAKLAND, CALIFORNIA

2 5:30 P.M.

3 - - -

4 CHAIRPERSON KING: We're convening now as
5 the Bay Bridge Design Task Force, convened by MTC.

6 I'm Mary King. Starting to my right,
7 would you introduce yourselves.

8 MR. DESAULNIER: I'm Mark DeSaulnier, and
9 I'm with the Board of Supervisors.

10 MS. BROWN: Sharon Brown. I represent the
11 cities of Contra Costa County.

12 MR. RUBIN: Jon Rubin. I represent the
13 mayor of San Francisco.

14 CHAIRPERSON KING: Welcome.

15 This is our first public hearing, and
16 it's being held here in Alameda County.

17 The purpose of the Task Force is
18 twofold. First is to develop a consensus
19 recommendation on a design option for the new eastern
20 span of the Bay Bridge. Caltrans has, as you
21 probably know, proposed two options: a skyway viaduct
22 and a twin-tower cable-stay bridge. But they have
23 also indicated quite clearly, at our last meeting,
24 that they are willing to consider other options such
25 as something similar to your cable-stay bridge.

1 Caltrans will be reviewing with us
2 this evening various design alternatives they are
3 considering, as well as others that they have
4 rejected for engineering or other reasons.

5 All design options will be evaluated
6 by a team of cost reviewers, engineers, seismic
7 specialists, and design experts that are shown as the
8 first three steps of this timetable. (Indicating
9 chart.) You might look at that timetable, and it
10 will give you a better sense of how this process,
11 that is trying to be as inclusionary as possible,
12 will proceed.

13 The second purpose of the Task Force
14 is to recommend any additional features that might be
15 included as a part of this bridge project. This
16 committee wants to be clear about what should be
17 considered additional features, or "extras," and what
18 should not.

19 MTC does not believe that having two
20 standard shoulders on the new bridge is an "extra."
21 We also do not believe that additional seismic
22 retrofit of the existing west span, so that it is
23 strong enough to equal the east span, is an "extra."
24 MTC believes that both of those items should be
25 included in the base cost of the new bridge. And I

1 believe we have Caltrans' agreement on that. This
2 base cost will be used to determine the cost-sharing
3 arrangement that will have to occur, and that are
4 currently being negotiated between our legislators
5 and others in Sacramento.

6 We do acknowledge that certain
7 additional features, however, such as cable towers,
8 bike lanes, and other design elements may be desired
9 by this Bay Area community, and the additional cost
10 of these may not be borne by the state. And we think
11 it's important to emphasize that the best bridge
12 design may not necessarily be the most expensive one.

13 The large timetable that you have seen
14 shows that the engineering and design review experts
15 are scheduled to complete their work in early June,
16 culminating in a report to this Task Force. And the
17 MTC Task Force will then have another two months to
18 complete our deliberations by the end of July. We
19 would like to keep within that time frame.

20 We appreciate your taking the time to
21 come here this evening to give us the benefit of your
22 advice and opinions on the design of the new bridges.
23 Obviously, hearing from as many people as possible is
24 critical to the work of the Task Force. We welcome
25 your comments, and would ask that you invite others,

1 who may not have been able to be here, to share with
2 us their comments also.

3 We have three more public meetings
4 scheduled -- in Contra Costa, Solano, and San
5 Francisco counties. The dates and locations are
6 listed on a fact sheet and available in the back of
7 the room.

8 We have also established three other
9 ways for the public to comment on the bridge design:

10 Telephone comment line. And that
11 number is also available as a pass-out sheet;

12 The internet. There are two options
13 for sending us E-mail. The addresses are listed on
14 the fact sheet in the back of the room;

15 Or you can write to me care of MTC at
16 this address. And that's also listed.

17 I will at this time welcome and
18 introduce Dennis Fay, to my far right. He is
19 executive director of the Alameda County Congestion
20 Management Agency. And Dennis, you may introduce any
21 members of your --

22 MR. FAY: Certainly. A number of my
23 board members were planning on coming. At this
24 moment, I see Council Member Chris Worthington from
25 the City of Berkeley here, over on the side of the

1 room. Hopefully, they will show up.

2 CHAIRPERSON KING: We hope they will.

3 And Mr. Harris is the director of the
4 Alameda County Transportation Authority.

5 Are any of the board members present?

6 MR. HARRIS: Good evening, Supervisor.

7 Other than yourself, at this moment no
8 other members are present. But I'm sure they will be
9 glad to be here. And, hopefully, they will be here a
10 little bit later.

11 CHAIRPERSON KING: Before I continue, I
12 want to remind speakers who wish to present public
13 testimony that you should fill out one of the blue
14 request-to-speak forms available on the table in the
15 back, and hand them to one of the MTC staff people,
16 who will tell you what you need to do.

17 In speaking to us, will you please
18 state your name. And if it's a difficult name, or
19 maybe even if it's not, you ought to spell it.
20 Because your comments are being recorded, and that
21 will be helpful to our reporter.

22 I would also like to announce that the
23 Task Force has appointed a chair and a vice-chair.
24 Mr. Joseph Nicholetti, a distinguished Bay Area
25 structural engineer, has agreed to chair the

1 technical commitment that will assist this Task Force
2 in developing a preferred design for the replacement
3 of the span and the retrofit of the west span of the
4 bridge.

5 Mr. Nicholetti is currently with URS,
6 John A. Bloom and Associates, and serves on Caltrans'
7 seismic advisory committee and the Bay Conservation
8 Development Commission's engineering criteria review
9 board for over 18 years. He is a highly regarded
10 structural engineer, with considerable experience in
11 seismic retrofit designs.

12 I'm also pleased to announce that
13 Mr. John Kriken, a well-respected Bay Area architect
14 and urban designer, will serve as a vice-chair of the
15 technical committee that will assist this Task Force.
16 Mr. Kriken is a partner in Skidmore, Owens & Merrill
17 of San Francisco, in their San Francisco office, and
18 chairs the BCDC design review board.

19 Mr. Kriken has regularly donated his
20 time to the Bay Area committee on a variety of design
21 issues over the past 25 years. He's developed master
22 plan projects throughout the United States, and more
23 recently has focused on work in Vietnam, Malaysia,
24 and China. His international design expertise covers
25 a broad spectrum of design. So we want to thank

1 BCDC. And Will Travis, who is the executive
2 director, is here present with us.

3 Are these two people here with us?

4 MR. TRAVIS: They are not here.

5 CHAIRPERSON KING: There are not here this
6 evening. But you should know that the information
7 that is brought to us will be filtered not only
8 through the political views of your representatives,
9 but also through some very professional views of this
10 Task Force.

11 Now, we will move to the presentation
12 by Caltrans. I'd like to introduce Dennis Mulligan
13 and Brian Maroney for a video presentation on bridge
14 design alternatives.

15 MR. MULLIGAN: Thank you, Chairperson King.

16 (Overhead slide presentation shown.)

17 MR. MULLIGAN: We've provided that
18 presentation as a brief overview of some of the
19 issues that are associated with the bridge, to help
20 participate in the scoping process. We will gladly
21 entertain any questions that may be posed to us, and
22 will look forward to assisting the MTC Task Force in
23 these very challenging issues that lay ahead.

24 CHAIRPERSON KING: Thank you very much.

25 Are there any questions from members

1 of the Task Force at this point in time, or any
2 comments you would like to make?

3 Dennis or Vince, do you have any
4 questions or comments to make?

5 MR. HARRIS: Supervisor, just a comment or
6 statement, shall we say.

7 From the Transportation Authority's
8 vantage point, we are happy to see this process
9 underway. The Authority, as you well know, working
10 here in Alameda County, it's a very important project
11 here in the county. We see this as a very important
12 project for not only Alameda County but the region.
13 So we're very, very happy about serving with you in
14 providing any input that we can.

15 CHAIRPERSON KING: Thank you.

16 MR. FAY: The Alameda County Conjestion
17 Management Agency, this afternoon, had its meeting.
18 The topic of this meeting, this particular Task Force
19 meeting, came up. And the members, which are the
20 mayors and council members from all cities in the
21 county, together with county and two transit
22 operators, are very interested in work of this Task
23 Force and are anxiously looking forward to your
24 recommendation, and I think are ready to assist in
25 any way that you see necessary.

1 CHAIRPERSON KING: Well, I appreciate your
2 being here. You are the official transportation
3 agency in our county. And what we want to make sure
4 of is, as a result of these public hearings, that we
5 hear from you officially and unofficially early.
6 Because nothing is worse than when you think you've
7 reached some consensus, and then people show up and
8 say, "We didn't have a chance to have input."

9 The necessity of getting this project
10 done I think is articulated by some of the slides
11 that you saw. That it's not just a matter of
12 aesthetics -- although that's what we're here,
13 largely, to look at -- and economics, but clearly a
14 matter of public safety with regard to when the next
15 earthquake comes, will we be able to sustain it.

16 So now it's your turn to talk to us.
17 I have a number of comment cards. As I said, again,
18 please be sure to state your name as you come to the
19 mike. You will have three minutes. And we will give
20 you a sign if you're getting close to that.

21 The first speaker is Alex Zuckerman.
22 Following Mr. Zuckerman is John Bliss.

23

24 / / / /

25 / / / /

1 STATEMENT BY JOHN ZUCKERMAN

2 MR. ZUCKERMAN: Thank you for allowing me
3 to speak here. You've heard me before. But I have
4 something new to say. And as a matter of fact, I
5 would like to give you our statement.

6 CHAIRPERSON KING: Thank you.

7 MR. ZUCKERMAN: I'm here to represent the
8 bicycle community. There are others here who will
9 also speak. I'm with RBAC, Regional Bicycle Advisory
10 Committee, and the Bay Bridge Bicycle Access Task
11 Force. We represent a large number of cyclists in
12 the Bay Area. We have been in discussions with
13 Caltrans, with Brian Maroney and Ken Terpstra of
14 Caltrans.

15 We have been assured that Caltrans is
16 planning to do a feasibility study so that they can
17 present the results to you, so that you have a chance
18 to find out what it takes, what additional money you
19 need to request for a bikeway, bike path, that goes
20 all the way from Oakland to San Francisco.

21 We are almost sure -- we are confident
22 that you are probably going to ask for a bike path to
23 incorporate on the new bridge, which even Caltrans
24 says is not a big deal. I think subsequent studies
25 may show it will be less than 84 million dollars,

1 which is the present estimate. The big problem is
2 the retrofit part, the western span, and some designs
3 are going to be studied by Caltrans. Maybe a hung
4 bikeway, maybe one-way bike path on each side.

5 So what I would like the committee to
6 do are three things. One, incorporate the western
7 span bikeway into your agenda, into your things to do
8 just like you did the Bay Bridge --

9 CHAIRPERSON KING: -- transbay terminal.

10 MR. ZUCKERMAN: -- transbay terminal.

11 Exactly. If you can do that, then at least you have
12 it on your agenda to discuss.

13 Second, request Caltrans to analyze
14 that western span, find out what does it take, how
15 much money will it cost.

16 And third -- what was the third point?
17 I'm so excited, I don't know. (Laughter.)

18 MR. RUBIN: Think of something else.

19 MR. ZUCKERMAN: Senator Lockyer has already
20 informally stated, at some public hearings, he favors
21 bicycle access.

22 So it's a unique opportunity. We're
23 asking you to keep your eyes open and keep an open
24 mind and include it in here, so that when you decide
25 that you have all the facts, you can make a decision

1 in favor of the bike path. Thank you.

2 CHAIRPERSON KING: Thank you. Next time
3 you see Senator Lockyer, ask him if he's sending the
4 84 million. We do know that you're considering
5 tolls, also.

6 MR. ZUCKERMAN: Tolls, also. And it's
7 possible he has the power to just talk the whole
8 state into it.

9 CHAIRPERSON KING: Thank you so much.

10 Before John Bliss comes forward, I
11 would like to announce that we have been joined by
12 the mayor of Alameda, Mayor Ralph Appezato. Thank
13 you for coming. And Supervisor Scott Hagarty from
14 the Alameda County Board of Supervisors.

15

16 STATEMENT BY JOHN BLISS

17 MR. BLISS: Hi. Good afternoon.

18 My name is John Bliss, and I'm a civil
19 engineer. My background is in the construction
20 industry. I have worked extensively with Caltrans.
21 I'm also here getting some information for the
22 American Society of Civil Engineers. We want to take
23 a stance on this.

24 I'm here to urge the Task Force to
25 consider the idea of opening up the design to an

1 international design competition. This is something
2 we don't have much tradition in the United States
3 with, but throughout Europe and Japan they have had
4 fantastic solutions using this kind of approach. I
5 think it might add an additional three to six months
6 to the process, but I think that's reasonable. And I
7 will talk about that a little more.

8 The international design competition --
9 we really are not seeing the best solutions. These
10 solutions are not the best. We can come up with
11 cheaper, better solutions, bike paths. We can have
12 new technology. This is a leading area in
13 technology. And this skyway is 30-, 40-year-old
14 technology. We can have something aesthetically more
15 beautiful, with a minimum impact.

16 We all sought T.Y. Lin. We're
17 fortunate to have one of the world's great civil
18 engineers living in this area. With very little
19 effort, he came up with a superior design. What if
20 we opened it up to all the great engineers in the
21 world?

22 One thing that Caltrans has been
23 saying is that there is a certain urgency about this
24 to make a decision. I would like to get some more
25 information on that. They studied this bridge

1 extensively eight years ago, when it was closed down
2 by the University of California. That report is six
3 or seven years old. All of a sudden, it's urgent.
4 I'd like to know what they learned in the last six
5 months to twelve months that has changed that.

6 My last piece of advice is that the
7 Task Force does some independent evaluation of the
8 information you are given by Caltrans.

9 Caltrans, as compared to other public
10 owner agencies today, is absolutely in crisis. They
11 are not attracting good people, they are not keeping
12 good people.

13 CHAIRPERSON KING: Your time is almost up.
14 We're not going to insult the people that are going
15 to help us build this thing.

16 MR. BLISS: Okay. I apologize. I didn't
17 mean to be disrespectful. But I advise you to do
18 some independent evaluation. Thank you.

19 CHAIRPERSON KING: Can I have Ronald
20 Downing, please.

21 If we all stick together, I think
22 we're going to be able to actually build a wonderful
23 bridge. But if we start to break up now, we'll end
24 up with nothing.

25 / / / /

1 STATEMENT BY RONALD DOWNING

2 MR. DOWNING: Good evening, Chairperson
3 King and members of the Commission.

4 I'm Ron Downing from AC Transit. And
5 I'm here tonight to speak to you about our service
6 across the Bay Bridge currently.

7 We provide approximately 574 trips to
8 and from San Francisco from communities in Alamo and
9 Contra Costa counties. We have just completed a
10 major initiative to reevaluate that service in terms
11 of its effectiveness and coverage areas.

12 A lot of people said that we duplicate
13 BART. And our findings in this report are that we
14 have significant market areas where there is no
15 duplication of BART. In particular, we're looking at
16 the I-80 corridor, where there is an HOV lane under
17 construction right now by Caltrans. With that
18 combined with the current toll booth bypass lane, we
19 envision the commuters to save as much as 20 to 25
20 minutes from their cars.

21 Our main competitor in this corridor
22 is not BART, it is the single occupant vehicle. And
23 what we would like considered is some design in the
24 cross-section of the bridge to consider bus priority
25 lanes on the new span.

1 We are also engaged in an initiative
2 with the City of San Francisco to look at a new
3 transbay terminal. And in concert with the service
4 redesign, we think we have a major opportunity in the
5 forthcoming years to begin to draw people from the
6 outreaches of Contra Costa County, and the high
7 growth areas, onto public transit, and thereby
8 improving access for the whole region.

9 In addition, I want to reiterate that
10 we provide a significant amount of service to
11 communities that are not well served by BART, such as
12 Alameda, the MacArthur corridor in Oakland, parts of
13 the communities of Emeryville and Albany and the
14 El Sobrante area of Richmond. And what we would like
15 is some consideration of additional benefit to our
16 buses getting across the bridge.

17 We will be submitting these comments
18 in writing from our general manager. Thank you.

19 CHAIRPERSON KING: Thank you very much.

20 Greg Rowe. And following Mr. Rowe,
21 Jeffrey Stelly.

22

23 STATEMENT BY GREG ROWE

24 MR. ROWE: Good evening, Chairperson King.

25 I have provided a written copy of my

1 statement earlier, so I'll simply try to paraphrase
2 it, if I can.

3 My name is Greg Rowe, R-o-w-e. I'm
4 the economic development manager of the Oakland
5 Metropolitan Chamber of Commerce. We represent over
6 1200 businesses in the greater Oakland area.

7 Earlier this month, our transportation
8 committee was privileged to have Mr. Mulligan give
9 this slide show to the committee, and subsequently a
10 task force evaluated where we should go from here.

11 Yesterday our board of directors
12 adopted a resolution that I would like to present to
13 you, that has three parts.

14 First of all, the board of directors
15 of the Chamber strongly believes that the bridge
16 should be replaced, that the east span should be
17 replaced, other than being retrofitted. We believe
18 this option would be safer, more reliable, would
19 cause less economic disruption to the East Bay
20 because of traffic interruptions.

21 We would have a better traffic flow
22 and would better survive a natural disaster as well
23 as having better long-term life cycle costs.

24 The second part of your motion states
25 that the decision-making, design, and construction

1 process should be expedited as much as possible
2 because of our concern that another major seismic
3 event could damage or destroy completely the existing
4 east span.

5 The third part of our motion
6 emphasizes a criteria that we hope you would use in
7 looking at the bridge. First of all, we feel very
8 strongly that it's important to look at the
9 aesthetics of that design. That it reflects Oakland
10 as the gateway to the entire East Bay is a major
11 consideration, and should be looked at in the design.
12 I think this is a way of saying that the viaduct or
13 "vanilla brand" version of the bridge is not
14 something that our board of directors favors.

15 Safety is another strong
16 consideration. We think, from an engineering
17 standpoint, it should be designed to withstand an 8.0
18 earthquake on the Richter scale. Thirdly, we applaud
19 you for the level of public participation that you're
20 encouraging.

21 We haven't adopted a position on
22 things like bike lanes and other aspects. We simply
23 didn't have an opportunity to look at that. But we
24 hope to participate in the decisions in the future.

25 So to sum up, we say: build new

1 rather than retrofit and design, and aesthetics are
2 an important economic consideration for the city of
3 Oakland and the entire East Bay. Thank you.

4 CHAIRPERSON KING: Thank you.

5 Mr. Stelly. And following Mr. Stelly
6 is Samiria Bazel.

7

8 STATEMENT BY JEFF STELLY

9 MR. STELLY: Well, good evening.

10 I'm Jeff Stelly. And I'm sure I'm not
11 the first or the last to bring up the issue of a bike
12 lane. But I would like to remind the committee that
13 transportation is more than cars and trucks. The
14 idea is to get from Point A to Point B. And people
15 do that in a number of ways, including bicycles,
16 walking, and running, and inline skating. My
17 personal endeavor is inline skating, so bear with me.

18 I think if a new bridge is going to be
19 built, it should definitely have access for alternate
20 means of transportation, including this new lane.
21 And I think the lane should go from San Francisco to
22 Oakland. It would provide an alternate means of
23 transport, it would relieve traffic congestion, to an
24 extent, and would give people the opportunity of an
25 alternate way of getting across the bay. Currently,

1 there is no infrastructure to allow that, and
2 therefore, people are not given that option.

3 The lane would also be used for
4 recreation. We've got a number of recreational paths
5 in the Bay Area, including Iron Horse Trail, the
6 Canal Trail in Contra Costa County. People walk
7 across the Golden Gate Bridge daily. There is a bike
8 lane on the Dumbarton Bridge. I don't think that the
9 Bay Bridge is any less than these places.

10 I'm afraid I didn't prepare anything
11 specifically for this, but I want to thank you for
12 the opportunity to speak. And I really would like to
13 encourage the committee to consider a bike lane all
14 the way across the bay because it would be a valuable
15 addition to the community.

16 CHAIRPERSON KING: Thank you.

17 Samiria Bazel, and following will be
18 Robert Raburn.

19

20 STATEMENT BY SAMIRIA BAZEL

21 MR. BAZEL: My name is Sam Bazel. I am
22 from Yeman. I think you should have a lane for
23 bicycles to go through from Oakland to San Francisco,
24 from San Francisco to Oakland. Thank you very much.

25 CHAIRPERSON KING: Thank you.

1 Robert Raburn.

2
3 STATEMENT BY ROBERT RABURN

4 MR. RABURN: Good evening, Commissioner
5 King, Commissioners, assembled public and bicyclists.

6 My name is Robert Raburn. I am the
7 chair of the East Bay Bicycle Coalition. For over 25
8 years, we've represented the interest of bicyclists
9 in Alameda and Contra Costa counties.

10 On February 26 of this year, Bay Area
11 bicyclists and a representative of the Bay Trail
12 Project met to discuss the options of bicycle access
13 between Oakland and San Francisco. Present were
14 leaders of the San Francisco and the East Bay Bicycle
15 Coalitions, the Mid Peninsula and Silicon Valley
16 Bicycle Coalitions, and the Regional Advisory Bicycle
17 Committee. We agreed on the following objective.

18 The objective for bicycle access to
19 the San Francisco-Oakland Bay Bridge is the ability
20 to ride a bicycle all the way across the bay, with
21 24-hour access. Already, citizen bicycle advisory
22 committees in Oakland and San Francisco, along with
23 the bicycle friendly Berkeley's Coalition Steering
24 Committee, have adopted this objective.

25 Forthcoming resolutions from these

1 cities are currently being sought from the City
2 Councils. Our preferred solution is a lightweight
3 and low cost enclosed pathway, either suspended or
4 cantilevered from the bridges.

5 Furthermore, the analysts for
6 alternatives for the bicycle access should consider
7 the following criteria: safety; comfort; aesthetics;
8 scenic views; suitability for non-cyclists' access,
9 including walkers, joggers, and skaters1, compliance
10 with the Americans with Disabilities Act1, cost; and
11 attractiveness to all user groups, including
12 commuter, recreational and touring bicyclists.
13 Thank you.

14 CHAIRPERSON KING: Thank you.

15 Helen Millius and Doug Faunt.

16

17 STATEMENT BY HELEN MILLIUS

18 MS. MILLIUS: Mary King, and Commissioners.

19 I appreciate the opportunity to say
20 something. Looking here in the room, women are not
21 represented. But I'm here.

22 I hope you all read what I wrote in
23 the Tribune and sent to the Governor and to this
24 Commission about the bridge. I have been doing this
25 for about a year and wish we could open the bridge

1 tomorrow. A new one, another one, one more. We need
2 it, seriously.

3 Look what it does to both sides if we
4 lose a bridge tomorrow. We've got to have another
5 bridge, and we've got to retrofit. But we can have --
6 with the money we have -- if we knew how much -- and
7 somebody has got to tell us, where is our money. And
8 we can't start planning anything until we have money.

9 Do you build a house without knowing
10 how much money you have? No. Nobody knows. And we
11 have got to know. We need to have the finances
12 published for the public. And believe me, I have had
13 people tell me every day since the 21st, and I wrote
14 this article in the Tribune -- if you haven't read
15 it, you should get it -- I have had so many of the
16 public, men and women, say, "What can we do?" And
17 they are not here. So I'm here.

18 But, look, we have to have bridges for
19 the public. And we have to give this Commission a
20 chance to do something for the people that travel the
21 bridge. That's the most important part. And I think
22 what you showed on the pictures was wonderful. But
23 you did leave out the fact that you didn't consider
24 that you would help both bridges by putting another
25 bridge. Nothing was mentioned. Why?

1 Why wasn't something put up there
2 stating how much we would help the Bay Bridge and the
3 San Mateo Bridge if we had another bridge?

4 And by the way, I sent a picture of
5 what I thought should be a bridge in the middle of
6 these two, and where it should come out. And we'll
7 add a bicycle lane on that, if we ever get it.

8 God bless you who are planning it.
9 Please think of what I said. Thank you very much.

10 CHAIRPERSON KING: Thank you.

11 After Mr. Faunt, we have Gary Schuman.

12

13 STATEMENT BY DOUG FAUNT

14 MR. FAUNT: My name is Doug Faunt. I just
15 wanted to encourage the committee to consider
16 alternatives to single occupancy vehicles of all
17 sorts, including light rail, bus lanes, and of
18 course, the bicycle path. As a bicyclist, that's
19 very important to me.

20 And I also, in fact, agree with Mr.
21 Bliss. You need to consider alternative sources of
22 information. Caltrans is not all there is. Please
23 do not design this bridge so you couldn't run light
24 rail across it. Thank you.

25 CHAIRPERSON KING: Thank you. After Mr.

1 Schuman, Timothy Layne.

2

3 STATEMENT BY GARY SCHUMAN

4 MR. SCHUMAN: Hi. I would just like to
5 address the committee. I don't mean any disrespect
6 by wearing my helmet and my bright jacket here, but I
7 did want to --

8 CHAIRPERSON KING: It looks nice.

9 MR. SCHUMAN: Thank you.

10 But at any rate, I would like to
11 remind the Commission that, out of all the dollars
12 that go to build our highways, really only about 60
13 percent are paid by gas taxes and things. The public
14 pays for a lot of the cost of putting cars on the
15 road. So it's really unfair if only cars get to use
16 public roadways.

17 There is a large segment of the
18 population that really needs affordable access. And
19 these include pedestrians and bicyclists, who can
20 actually walk and peddle to work, relieve a lot of
21 the traffic load, which is inevitably going to clog
22 up your new bridge when you get it built.

23 So bicycling and pedestrian walkways
24 are going to be the way of the future as this city
25 gets more and more dense. So it would be folly not

1 to plan for that.

2 Second of all, this is going to be a
3 showcase bridge for the world, just like the Golden
4 Gate Bridge already is now. People come from all
5 over the world to lean out and check out the views of
6 the bay. And so this is going to be a major tourist
7 attraction, especially with Yerba Buena. Not having
8 a pedestrian and bicycle lane to get out to Yerba
9 Buena -- which is going to be an up and coming place
10 in the future -- would also be folly not to plan for
11 that.

12 I think 80 to 100 million dollars is
13 quite a high estimate for what a bike/pedestrian
14 walkway would actually cost, because bicycles and
15 pedestrians do not need to use part of the roadway
16 for the bridge. The weight-bearing requirements are
17 much, much smaller. So this could be sort of a
18 separated cantilever structure off the side of the
19 bridge, on the upwind side, so that it provides
20 separation for pedestrians and bicyclists from the
21 main traffic, which provides safety, provides the
22 views that people will always want to use. And it
23 could be much, much cheaper, okay, because it's a
24 very lightweight structure, just sort of hanging off
25 the side of the bridge.

1 So I think that you really open --
2 maybe if you opened this up to some design
3 competition, you'll find some much, much lower cost
4 alternatives than 80 million dollars to provide
5 bicycle pedestrian access. Thanks very much.

6 CHAIRPERSON KING: Thank you.

7 Timothy Layne. And next, John
8 Poschman.

9 STATEMENT BY TIMOTHY LAYNE

10 MR. LAYNE: My name is Timothy Layne. I'm
11 an ocean engineer. I work at Coast Guard Island.
12 I'm just kind of doing this on my own. I'm trying to
13 prepare a letter. I spoke last time. Ms. King asked
14 me to send a letter. I haven't had time to devote
15 enough attention to get it out to her. It's still in
16 draft phase, and I need management to approve it
17 before it goes out. But I just wanted to talk about
18 a little bit in there.

19 And basically, what I was discussing
20 is a floating causeway concept. It would be
21 significantly cheaper. And used strictly on the
22 portion -- the eastern-most portion where you
23 currently have the ramp up, the cost saving -- and
24 this is in the shallower water, where you also have
25 the significant depth of mud that you have to bore

1 through to get down to your bedrock. And this is
2 where you're going to save a tremendous amount of
3 costs.

4 The state of Washington has built and
5 maintains three floating causeways. And the reason
6 they did this was because of the considerable cost
7 saving over conventional bridge design. The San
8 Francisco-Oakland Bay Bridge will see an even greater
9 cost savings because the existing moorings that
10 support the bridge could be used to moor the floating
11 causeway. The existing piers left supporting the
12 bridge will provide more than adequate structure to
13 withstand any earthquake when the floating causeway
14 is moored to it.

15 During the dismantling of the existing
16 San Francisco-Oakland Bay Bridge, the floating
17 causeway can be held in position temporarily with an
18 active anchor wench system. The design of each
19 section of the causeway is approximately 1,000 feet
20 long, with a submerged or whole portion being 800
21 feet in length. The roadway would be approximately
22 100 feet above the water, allowing passage of small
23 vessels through the 200-foot wide by 100-foot high
24 opening between sections.

25 The fluctuations and the tides are

1 easily handled. This is done in Puget Sound, where
2 they have higher fluctuations in tides. So San
3 Francisco will be a piece of cake for this venture.

4 And as an added benefit, all this cost
5 saving, you can throw in the pedestrian walkway, the
6 bike path, and any other perks that people want to
7 see on a bridge, and still come out at a cost cheaper
8 than the current skyway envisioned.

9 Each section of the shallow draft can
10 be built at the Hunter's Point shipyard, thus built
11 inside, using robotic technology. Cheaper costs than
12 hauling goods and people out into the area where the
13 construction has to take place. As these sections
14 are built, they are floated out there and then
15 anchored in place. And then you can build an extra
16 section and use that section.

17 When you need to do maintenance, you
18 just pull it out and plug it in, and haul it back to
19 the shipyard for painting and any other refurbishing.
20 And this will put less stress on the environment and
21 overall be a cheaper, quicker solution to the problem
22 at hand. Thank you very much.

23 CHAIRPERSON KING: Thank you very much.

24 John Poschman. Following him is
25 Tristen Meggs.

1 STATEMENT BY JOHN POSCHMAN

2 MR. POSCHMAN: Hi. My name is John
3 Poschman. I'm the west bay coordinator for the
4 Bike-the-Bridge Coalition. We promote bicycling
5 access across bridges. Our position on the Bay
6 Bridge is, we want a bike path all the way across the
7 bay.

8 And I talked to Greg Bale today about
9 the design and cost review of such a structure, and
10 he informed me that the MTC would have to request
11 that the California Transportation Commission, the
12 CTC, request that Caltrans look into this, and that
13 directly asking them, it's out of their control.

14 So, essentially, what I'm here today
15 is asking you, as a government body and
16 representatives, to ask the CTC, California
17 Transportation Commission, to put on their agenda for
18 their May meeting that, essentially, they request
19 that Caltrans include as part of the San
20 Francisco/Oakland Bay Bridge retrofit and
21 reconstruction project a cost review and design
22 review of a bike path on the western span and eastern
23 span across the Bay Bridge. So I hope you consider
24 this and contact the CTC and contact Caltrans.

25 I would like to make one point of

1 process in this design thing here. In the timelines,
2 the crucial timelines, there is a period of about
3 three weeks after the last scoping meeting that is
4 held, that Caltrans comes up with their cost review.
5 So, essentially, whatever you recommend, whatever the
6 MTC recommends, it basically has to be decided even
7 before May, the end of May. Because otherwise
8 Caltrans can't come up with a cost review for that.

9 So it's just like these two months out
10 here, essentially, whatever recommendations you
11 adopt, okay, Caltrans isn't going to be able to do a
12 cost review of anything after this date because that
13 is when this ends.

14 So in terms of this whole process out
15 here, essentially, I'm not sure what you're going to
16 be doing for these two months in terms of you'll be
17 looking at whatever happened up until this date. But
18 in terms of what is going to go on after this, this --
19 it seems like it's backward. Almost seems like
20 Caltrans should do the cost review after you make
21 your recommendation. Because how does Caltrans know
22 what to do the cost review for if they don't have
23 your recommendations?

24 So it -- I would like to see a bike
25 path all the way across the bay. Thank you very

1 much.

2 CHAIRPERSON KING: Thank you for pointing
3 out to us how flawed our process is already. But we
4 will request Caltrans to give us a cost analysis of
5 the bike path all the way across the bridge.

6 MR. MULLIGAN: It would be a pleasure,
7 Supervisor.

8 CHAIRPERSON KING: We will be happy to do
9 that very directly, without having to go through the
10 bureaucracy of CTC.

11 Are you Mr. Anderson?

12

13 STATEMENT BY TRISTEN ANDERSON

14 MR. ANDERSON: Yes. Hello. My name is
15 Tristen Anderson.

16 A lot has been said about the bike
17 line. I think one problem in the past has been that
18 planning commissions have thought primarily of
19 automobiles and have not considered other forms of
20 transportation that people need to take. And I would
21 like for this -- to have something new here, to be
22 planning ahead, thinking about bicycles and walking,
23 and I think a bike lane all the way across the bridge
24 is extremely important.

25 Also, I think there are engineers who

1 could see how to add a bike lane -- that wasn't in
2 your movie, your presentation -- onto the existing
3 bridge, which is an option I'm for. Because I think
4 it would be less environmentally damaging to use an
5 already existing bridge. So I would ask for a bike
6 lane all the way across. Thank you very much.

7 CHAIRPERSON KING: Heidi Roberts. And
8 following Ms. Roberts, Lars Limburg.

9 MS. ROBERTS: I would like to defer my time
10 to Jason Meggs. Is that all right?

11 CHAIRPERSON KING: Sure. Do I have a card
12 for Jason?

13 MR. MEGGS: I did, actually, fill out a
14 speaker card.

15 CHAIRPERSON KING: I see your card.

16 MR. MEGGS: Should I speak now?

17 CHAIRPERSON KING: You may speak right now.

18 MR. MEGGS: Okay. Thank you.

19

20 STATEMENT BY JASON MEGGS

21 MR. MEGGS: Once again I would like to
22 apologize for the decorum of my bike helmet, but I
23 would like to point out that I wear it quite often as
24 a commuter and as a regular traveler by bicycle.

25 I'm very excited about the possibility -

1 when I first moved to the Bay Area, I thought, hey, I
2 can just bike to San Francisco from Berkeley, where I
3 was going to school, no problem. I was quite
4 surprised that I couldn't.

5 We have seen a marked increase in the
6 enthusiasm for bicycling. There are enormous bike
7 rides in San Francisco. We have had bike rides at
8 the Richmond bridge, calling for access there. And
9 we've had bike rides at the Bay Bridge, calling for
10 access. You may have seen television news of these
11 protests and so forth. There really is a need. And
12 a lot of people desire it. If we look at the cost of
13 the expensive bike lane estimate, it's only about
14 five percent of the actual total cost of the bikeway
15 with the Bay Bridge, the eastern span. And in fact,
16 if you look at the percentage of people who are
17 bicycle commuters in the Bay Area, they are at least
18 that amount at this point, by any reasonable
19 estimate.

20 So I would certainly have to ask that
21 we look into this as much as possible, particularly
22 being as Proposition 192 will be funding a lot of
23 this construction, and bicyclists have paid the taxes
24 for that.

25 I would like to try, as much as

1 possible, to design in a dedicated bus lane which can
2 be adapted to light rail.

3 I would also like to ask that we leave
4 the current Bay Bridge standing. Forty-six million
5 dollars to tear down this incredible treasure, this
6 historic landmark, seems unreasonable. The
7 environmental effects -- and look at the
8 possibilities in the future. It would be a lot
9 easier, if we ever need it and have the opportunity,
10 to rehabilitate that bridge than to, say, build a
11 brand new bridge again. We are planning for at least
12 a hundred years here, so let's keep that in mind.
13 Thank you.

14 Let's see. I think that the public
15 process -- while it's very good that we're having
16 these meetings, we need more hearings. Too many
17 people don't know about these hearings and aren't
18 involved. I would invite you, as a member of the
19 bicycle Berkeley Coalition Steering Committee, to
20 come to a forum and have speakers on April 10th in
21 Berkeley. We are having a forum on the ecological
22 impact of the new Bay Bridge, and we want as many as
23 possible representatives for a moderated forum.

24 Thank you very much.

25 CHAIRPERSON KING: Thank you.

1 Lars Limburg. Following that, Todd
2 Fay-Long.

3
4 STATEMENT BY LARS LIMBURG

5 MR. LIMBURG: Hi. My name is Lars Limburg.
6 I just want to keep it simple.

7 I just want a way to bike across to
8 San Francisco, and I don't like depending on BART or
9 polluting bike shuttles or vans or whatever. I just
10 want to bike to San Francisco. Thanks.

11 CHAIRPERSON KING: Thanks.

12 Ron Fay-Long. Following that, Meagan
13 Lynch.

14 Is Ron Fay-Long here? (No response.)

15 CHAIRPERSON KING: Meagan Lynch.

16
17 STATEMENT BY MEAGAN LYNCH

18 MS. LYNCH: My name is Meagan Lynch.
19 I grew up in the Los Angeles area, and I'm extremely
20 familiar with how lack of foresight in transportation
21 planning can ruin a beautiful place. You see
22 pictures of L.A. in the '50s, it's gorgeous. If you
23 see it now, it's horrible. That's part of the reason
24 I'm up here.

25 I, unfortunately, see the Bay Area

1 going in some of the same directions with
2 shortsighted decisions like the I-80 widening and
3 things like that.

4 What I would like to see -- a lot of
5 people take it for granted. For instance, we don't
6 have an inversion layer here; most of the smog tends
7 to blow out. I see an appalling amount of single
8 occupancy vehicles on the bridge, especially
9 considering that we have a very nice transportation
10 system such as BART here.

11 In any case, I am -- as you can tell
12 by my helmet -- for advocating that a bike line --
13 and actually, I agree with having it a multiple use
14 lane for inline skaters and other people who
15 transport themselves other ways.

16 I think the problem that we've had in
17 transportation meetings is that bikes, skates,
18 skateboards, things like that, tend to get looked at
19 as toys instead of means of transportation.

20 I own a car. I use a car
21 occasionally. But I really try as much as I can to
22 use it as little as I can. And things like having
23 bikes not being able to be taken across on BART
24 during commute hours, which is precisely where, if I
25 had a job in San Francisco -- which I hope I will

1 soon -- I would be using my bike. So if there was a
2 bike lane across, I could get to my job. I would be
3 taking some of the brunt off of the air quality in
4 the district by, you know, one less single occupancy
5 car on the bridge. I think other people would take
6 advantage of that, too. So I think air quality would
7 get better, quality of life would get better.

8 And I also agree with the other
9 gentleman who said that it's a question of equal
10 access for all citizens. Roads are not entirely paid
11 for by gasoline taxes or other road source of taxes,
12 like registrations and things. They are also paid
13 for by taxes that we, as general citizens, pay. And
14 so people who don't have cars should have access to
15 that way across just as well as people who do have
16 cars.

17 And then just the last point is, I'm
18 also concerned environmentally. I haven't looked at
19 this, and I'm not sure if I have the wherewithal
20 mentally to comprehend everything that there is
21 there.

22 But I do say that it is important to me that the
23 peregrines, that the cormorants, the sea life are not
24 disturbed by the dredging procedure and stuff like
25 that. And I do trust that you will investigate that

1 to the best of your ability and make sure that we can
2 maintain the really beautiful Bay Area that we have.

3 Please don't make me have to leave
4 this city like I left L.A. Thank you.

5 CHAIRPERSON KING: You should be aware that
6 the Bay Conservation and Development Commission is
7 serving with us, and it is their job to protect the
8 bay, and that's why they are with us.

9 MS. LYNCH: Yes, I'm happy. But I just
10 wanted to emphasis that I'm not a single-track mind
11 on this issue. The ecology is important to me, too.

12 CHAIRPERSON KING: Thank you. Joe Carroll.
13 And following Mr. Carroll, William Caldeira.

14

15 STATEMENT BY JOSEPH CARROLL

16 MR. CARROLL: Good evening, Chairperson
17 King and Commissioners. My name is Joe Carroll, from
18 the San Francisco Bicycle Coalition. And I have my
19 commuter thinking cap on. (Indicating helmet.)

20 I just wanted to talk to you tonight
21 about the fact that we should have a bike lane all
22 the way across this span from Oakland to San
23 Francisco.

24 Right now, I'm not sure how many of
25 you know that Caltrans is in the shuttle business,

1 because during commute hours there is a prohibition
2 of bikes on BART across the tube, so that Caltrans
3 now has to ferry cyclists with a trailer across the
4 bridge. And it's time consuming for them, and they
5 probably would rather not have to do it. But because
6 of regulations, they are filling that niche that BART
7 isn't doing.

8 And if we had a bike line across, then
9 we wouldn't have to really rely on Caltrans, and we
10 probably wouldn't have to be pressuring BART so much
11 to allow us to get on BART trains during rush hour.

12 Also, another thing is, if you had,
13 for the same cost, ten lanes both ways for auto
14 traffic on the bridge, what you're doing is basically
15 causing a bottleneck at San Francisco or over into
16 Oakland, because you've got twice as many cars and
17 you don't know what to do with them. So if you can
18 get people out of their vehicles, out of their
19 automobiles and either as pedestrians, skaters, or
20 bikers, and send them across the bridge to work,
21 you're going to save so many traffic problems by
22 doing that.

23 Another thing is, I haven't seen any
24 designs for the bike lane from Treasure Island over
25 to San Francisco. I'm not sure if Caltrans, a number

1 of years ago, did a design for that. I'd like to
2 know if there is a design. And if not, maybe to have
3 an international competition to have one. Thanks.

4 CHAIRPERSON KING: Thank you.

5 William Caldeira.

6

7 STATEMENT BY WILLIAM CALDEIRA

8 MR. CALDEIRA: Hi. My name is William
9 Caldeira. It's one of my five nationalities that I
10 have. Because I have five.

11 But I was born in Alta Bates Hospital,
12 Berkeley, California, and I've lived in Berkeley my
13 whole life. And I feel like I'm quite old, for some
14 reason. But I have to speak in cliches and say, that
15 all of us in the Bay Area and the world are the
16 architects of the future. I'll say that again. We
17 are the architects of the future.

18 And another cliché: Haste makes
19 waste. I'll say that again. Haste makes waste. And
20 also, think globally and act locally.

21 There is a young man that spoke and
22 said that they should open a competition for design
23 to international people, or I guess open up to a
24 bigger group of people. What I have seen is that, in
25 life in the Bay Area, where I've lived my whole life,

1 it's not what you know, it's who you know. And I
2 think that's probably true everywhere.

3 So if they are going to design
4 something new, they should have it be done by the
5 person who is the best person at doing this kind of
6 thing. What I have seen is that a wise person seems
7 to know a lot, but a shrewd person seems to know the
8 right people to get what he or she wants.

9 So I think it's important, since we're
10 designing something for the future, and we'll be
11 dead, and people in the future will say, "Why did
12 they build this?" or "What were they thinking about?"

13 We should do this in a wise way. And
14 it's going to be done shrewdly. But it should be
15 done wisely. Because the things I have seen in the
16 Bay Area that have been built during my lifetime,
17 weren't built out of wisdom, they were built by very
18 shrewd people. And things are very profitable for
19 those people. But it wasn't the best for all parties
20 involved: the environment, the people, and the
21 animals.

22 So being an aboriginal Bay Area person -
23 who is multi-racial, whatever -- it would be
24 interesting to see if we could find someone whose
25 vision and reality would be positive for everybody.

1 That's all I want to say. Bye.

2 CHAIRPERSON KING: Thank you.

3 Robert Pratt. And following Mr.
4 Pratt, Brian Wiese.

5
6 STATEMENT BY ROBERT PRATT

7 MR. PRATT: Good evening.

8 I'm Robert Pratt, from the California
9 Bicycle Advocates, and I want to also endorse the
10 idea of a full access across the Bay Bridge, both
11 sides of it, needs to be considered in this
12 expenditure.

13 I wanted to bring to your attention
14 something that hasn't been mentioned. I recently
15 obtained some statistics from Robert Warren, who is
16 the Golden Gate Bridge manager. And according to his
17 daily counts that have been done over the last year
18 or so on the Golden Gate Bridge, approximately half a
19 million bicycle trips are taken annually on the
20 Golden Gate Bridge to a county of approximately
21 300,000 people. So we might add a multiplier of five
22 or six to the East Bay for trip activity on the Bay
23 Bridge.

24 So I hope you will give that
25 consideration. That's significant in terms of

1 offsetting vehicle use. It could be the difference
2 between fluid traffic flow for vehicles versus
3 congestion, by the fact that there is an option for
4 cyclists to use the bridge as well. Thanks.

5 CHAIRPERSON KING: Thank you.

6 Brian Weise. And after Mr. Weise,
7 Stephanie Birner.

8

9 STATEMENT BY BRIAN WEISE

10 MR. WEISE: Good evening.

11 Brian Weise, for the East Bay Regional
12 Park District. I'm feeling seriously underdressed in
13 this crowd. (Laughter.)

14 But I want everybody to know that the
15 park district is a great bicycle and trail supporter,
16 too. And I'm here tonight to talk to you, not about
17 the bike trail across the bridge, but the one
18 underneath it.

19 Most of you, I hope, will know that
20 the park district is celebrating this week. And what
21 we're celebrating is the acquisition last week of
22 1400 acres from the Catellus Company, that will make
23 up the bulk of our next state park, the Eastshore
24 State Park.

25 That kind of puts the capstone on

1 about 30 years of work by citizen activists in the
2 East Bay, and we're very proud and happy that that
3 happened.

4 What that makes us is neighbors with
5 the bridge. And that's what I wanted to talk about
6 tonight. In that context -- the Eastshore State Park
7 will run from the Bay Bridge, about nine miles to the
8 north, to the southern shoreline of Richmond. And in
9 that context, there are three concerns that I would
10 like to bring up, of the district's, tonight.

11 First of all, the environmental impact
12 the construction of the new bridge will cause. We
13 would like, of course, along with everybody else, for
14 Caltrans and MTC to do everything possible to avoid
15 impacts. But we know that there are very sensitive
16 wetlands and uplands as well in the vicinity of the
17 Bay Bridge and of the project.

18 We also know that there will be
19 unavoidable impacts brought about by the bridge. I
20 would like to suggest to you that Caltrans might
21 think about the possibility of mitigating some of
22 those impacts on the lands that the state parks and
23 the district have just acquired. Those lands are in
24 need of some fill, some remediation. So we would
25 invite you to sit down with us and discuss that

1 possibility as the project progresses.

2 Second, the aesthetics of the bridge.

3 I'll just say again, that we are neighbors. The
4 bridge is the bottom anchor of the Eastshore State
5 Park. And we join, I think, everybody else in this
6 room in hoping for the best possible aesthetic
7 design, and one that is fully compatible with a state
8 park.

9 The third concern -- back to trails
10 and bicycle facilities -- the East Bay Regional Park
11 District is the primary agency responsible for
12 developing the San Francisco Bay Trail throughout
13 most of the Alameda County and Contra Costa County
14 shoreline. We're currently working on developing the
15 trail throughout the nine miles of the Eastshore
16 State Park.

17 Caltrans is actually the developer of
18 that trail, under a permit from BCDC. And there are
19 actually two trails which go on the bridge. One,
20 which is what we call the "spine route" of the Bay
21 Trail, will continue from Emeryville down into
22 Oakland on the new, refurbished Mandela Parkway.

23 And the second is a spur trail that is
24 planned, at this point, to go under the Bay Bridge,
25 from Shell mound in Emeryville, and run along the

1 south side of the present Bay Bridge, out along the
2 Caltrans maintenance road to what will be twin mini
3 viewing parks at the end of the Bay Bridge takeoff,
4 one to the north, one to the south. Promise
5 spectacular views. My guess is that that project is
6 going to be changed somewhat by the new Bay Bridge
7 project.

8 Once again, I would just like to say
9 that we're interested in ensuring the continuity of
10 the Bay Trail both to the north and the south, and we
11 would like to work with Caltrans and MTC in assuring
12 the trail and recreational interests alongside the
13 new state park. Thank you.

14 CHAIRPERSON KING: Thank you.

15 MR. MULLIGAN: Caltrans met with your staff
16 last week. We met with Lloyd Wagstaff of the East
17 Bay Regional Parks. And we look forward to working
18 with your staff in the future.

19

20 STATEMENT BY STEPHANIE BIRNER

21 MS. BIRNER: Thank you. I have a letter
22 for you, too.

23 My name is Stephanie Birner. I'm with
24 the East Bay Bicycle Coalition, and I want to thank
25 Commissioner King and everyone else for coming and

1 hearing our comments. And I don't want to echo
2 points that have already been made, because it's
3 getting late.

4 I'm a cyclist. I'm also disabled. I
5 have a genetic joint disability. And I want to point
6 out two bad examples of bike access, in hopes that we
7 don't repeat the mistake.

8 In the bike trail, there should not be
9 any stairs or places where you're going to have to
10 get up and walk, such as access to Berkeley. The
11 bike access, you have to go up a flight of stairs.
12 And I can bike better than I can walk. So going up a
13 flight of stairs makes the whole Berkeley marina
14 inaccessible to me.

15 So I would invite planning to please
16 continue this great dialogue with the community who --
17 a lot of people have showed up here after work.
18 We're more than happy to assist and give out
19 pointers, especially that we have a lot of allies.
20 The disabled community, I know, is very excited about
21 the possibility of being able to actually wheel
22 themselves across on a trail. And rollerbladers,
23 too, have different concerns as far as rollerbladers
24 need more room. The standard width -- a rollerblader
25 actually need about eight feet sometimes. There is

1 no way to pass a rollerblader safely. So it really
2 needs to be thought of in a lot of details.

3 And the other example of poor planning
4 is 24-hour access taking BART. I cannot use the BART
5 shuttles because I can't carry my bike on the
6 shuttles that go across in the evenings. And they
7 run every 40 minutes. And they are usually
8 overcrowded, and the bike messengers aren't always
9 gracious. Sometimes they are. But I'm not going to --
10 even if I get there first, they are not going to say,
11 "Oh, let me put your bike on so I have to wait and
12 not make money."

13 And I work for Kaiser Permanente, and
14 I'm a bicycle commuter. And I love biking. And you
15 know, I sometimes have to rent a car -- I don't own
16 one -- because of poor bike planning.

17 So please continue the dialogue. And
18 feel free to call the East Bay Bicycle Coalition,
19 431-RIDE, if you want us to help work with the other
20 bicycle organizations in continuing this discussion.
21 Thank you.

22 CHAIRPERSON KING: Thank you.

23 Bill Smith. And followed by Mr. Smith
24 is Hassan Astaneh.

25

1 STATEMENT BY BILL SMITH

2 MR. SMITH: Good evening. I was here at
3 the last meeting, and I would like to add to what I
4 had discussed and what was discussed with me and I
5 took down the road.

6 First, I left my bike out in the back
7 of the room. I had mentioned last time that it may
8 be difficult for the average person, who is a
9 commuter, to ride up the grade. If you had an
10 elevator, however, when you get off the access road --
11 perhaps it would be a lot easier if we had an
12 elevator up to the overcrossing in Emeryville at the
13 new railroad station, and people with wheelchairs and
14 people with bicycles can get up the elevator and then
15 walk across and come down the other side.

16 Well, if you have three lanes on the
17 east, which is what we're building, and they are in
18 this spine, which is what I mentioned last time, that
19 was in T.Y. Lin's design, it's 30 feet wide, it's 15
20 feet tall. There is a dozen technologies you could
21 put in there. So who has the most throughput?

22 The PATH program at Berkeley has
23 finished their work on the guidance system. They are
24 working on coupling vehicles together. If you take a
25 small vehicle that is 10 feet wide -- 10 feet long, 5

1 feet wide, and you attach it to the vehicle next to
2 it in the 10-foot lane on the bridge, you attach it
3 in the front and the back, and you go 50 miles an
4 hour, you've got two people in each vehicle, 5 feet
5 wide, that's 10 feet wide in a lane, that's a 10-foot
6 lane, put the vehicle in the front and back, 10-feet
7 long vehicles, 4 people every 10 feet going 50 miles
8 an hour, and you route them over the bridge -- this
9 is technology that will happen within the next 5
10 years.

11 You put a train of these vehicles, you
12 get the people out of the big vehicles, and you put
13 them in these little vehicles, and you route them
14 over the bridge. You have satellite parking out
15 there wherever you're coming from, like BART or the
16 roads, and put these people -- instead of slowing
17 down and coming back, you can have them coming
18 through the spine coming back, you relieve the
19 congestion, you've got 100,000 people an hour.

20 Right now you've got 28,800 people an
21 hour on BART. It will go up a little bit more
22 because it drops from 2 and a half minutes to a
23 minute. If you take the people going across in the
24 15- by 30-foot channel that goes right through the
25 tower that T.Y. Lin came up with, you've got a

1 structure that's already a road that's there. All
2 you have to do is put down a track. And you could
3 put a tram that would haul a bicycle up it, if you
4 got stuck. You could put three lanes on the east
5 span, because it's new. You can add lanes as they
6 are needed and have the shuttle, so you could work
7 with it, on the other side for one lane later on.

8 And then if you start out with a
9 construction that has the honor of the vehicles that
10 want to be on it and let the rest compete with their
11 vote, with their dollar, and have the local
12 management, just like they did in Santa Clara County,
13 where they had to have the road, they had the billion
14 one with their county taxes, like we're doing here,
15 what Bill Lockyer sent through last time -- if we can
16 get the Santa Clara County Transit Authority people
17 who, if you unlock the gridlock -- and their office
18 is closing down and boxing up right now -- they were
19 established in '88, and they're just shutting it down
20 now. They did their own road. They didn't have
21 Caltrans come in and waste their time. They got the
22 road in, it's in under budget, it's in without having
23 to do a lot of lobbying and compete with the rest of
24 the state. It's local money, local jobs, local
25 employer.

1 Now, if we can get the local
2 public-private happening here with the Task Force,
3 then we can all vote, with our technology, and have
4 the right vehicles with the higher throughput, and it
5 would just grow as the links require.

6 CHAIRPERSON KING: Thank you very much.

7 MR. PRATT: Thank you.

8

9 STATEMENT BY HASSAN ASTANEH

10 MR. ASTANEH: Thank you, Commissioner King.

11 I wasn't planning to make a comment
12 today. I did last time make comments regarding the
13 material to be used.

14 The reason I came up was a point of
15 clarification. One of the speakers earlier, a civil
16 engineer, I really respect the comments that was
17 made. But I have to clarify one point, because there
18 was a mention of UC Berkeley's studies of East Bay
19 bridge and what happened after that. I was their
20 faculty principal investigator for those studies.

21 So, for the record, I just wanted to
22 take this opportunity and summarize what we did.
23 When the Loma Prieta happened, the bridge collapsed.
24 We spent the whole month that the bridge was closed,
25 with the help of Caltrans, to document the damage.

1 This was the first time in the world that something
2 like that happened. No one in the world knew what to
3 do. No one had any technology what to do.

4 So our involvement was, with Caltrans,
5 primarily to document the damage, what happened to
6 this bridge. And after that, again, the question was
7 why it happened. And again, there was no technology
8 in the world.

9 So we stepped forward and, with 30
10 students, we conducted a study of this bridge
11 primarily to establish what is wrong with that East
12 Bay crossing. And that study took three years. We
13 had to invent a lot of technology as we went on to
14 develop information for Caltrans. And at the end of
15 1992, we gave Caltrans a report that said what is
16 wrong with that bridge, in our view. But we are
17 academicians. And we tried our best.

18 The next step was, of course, to take
19 that report. And they took very graciously, and I
20 really appreciate the way they handled it. They put
21 that report in to the engineers inside Caltrans, and
22 they started a major project to develop what can be
23 done to fix it. And we work, in part, to do a lot of
24 testing. That is the answer to question, what
25 happened after that. Caltrans needed information to

1 know how to retrofit the bridge of this magnitude,
2 and there was, again, no information in the world.

3 So we had to do a lot of testing --
4 which it still continues for the west side, continues
5 for other bridges -- and we developed information.
6 At the same time, Caltrans had to go ahead for four
7 or five years to come up how you can fix that East
8 Bay.

9 Of course, just last October and
10 November we were still doing tests. And there was no
11 way, without testing, to know how to fix it. The
12 final conclusion, of course, during Christmastime,
13 was that it costs, as you have heard from Caltrans,
14 one billion to dollars to fix it.

15 So that was really the answer to a
16 gentleman who said he's going to report to ASTE. I
17 want to have the record straight. Thank you.

18 CHAIRPERSON KING: Thank you.

19 That concludes the cards that I have
20 before me. I want to thank all of you for your
21 comments. Thank you for your input.

22 Are there any comments from the panel?
23 John?

24 MR. HEIN: If I could just mention the two
25 next steps. The design and engineering review group,

1 whose chair and vice-chair you announced tonight,
2 will be meeting in this room on April 9th.

3 And then your next hearing will be in
4 Contra Costa County on April 16th, at the Board of
5 Supervisors' chambers. So we'll see you then.

6 CHAIRPERSON KING: Absolutely. I'm sure
7 the bicycle people will be with us.

8 Hopefully, we'll have some numbers
9 from Caltrans with regard to figures, so that we can
10 respond to that and get your comments on costs and
11 then on potential funding. And at whatever point you
12 feel like you've got us totally bought in on this,
13 then I hope that you will also comment on the
14 aesthetics of the bridge and what you would like to
15 see it look like.

16 Thank you all for coming. We look
17 forward to working with you.

18 (Ending time: 7:00 p.m.)
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REPORTER'S CERTIFICATE

I, SHARON LANCASTER, CSR No. 5468,
Certified Shorthand Reporter, certify;

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That the proceedings were recorded
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That the foregoing is a true and correct
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I further certify that I am not a relative
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I declare under penalty of perjury under
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Dated this 31st day of March, 1997.

Sharon Lancaster

SHARON LANCASTER, C.S.R. No. 5468

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